

## TIMES DO CHANGE IN THE AUTOMOBILE GAME - - BY BRIGGS

ORMSBY DEFENDS AUTO RACING;  
SAYS BENEFITS MANUFACTURERS

Former Race Driver Asserts That Much of the Progress Made in the Modern Motors is Due to the Lessons Learned in the Racing Game; Weak Spots Are Soon Evident in the Speed Contests.

During the past few months there has been considerable talk over the value of automobile racing to the sale of cars and the following article by Leon Ormsby, now factory representative of the Ajax-Triple Rubber company and formerly well known as a racing driver of foreign and American cars, will be of considerable interest.

BY LEON ORMSBY.

WE ARE all aware of the rapid, almost phenomenal growth of the automobile industry but few of us fully realize just what factors played so important a part in that growth. I refer in particular to one factor which has made possible many of those rapid strides.

I have been connected with the automobile industry for several years. As a racing driver, I drove some of the foremost foreign and American cars so I may be presumed to know a few things about the business. I believe that the automobile is at least one decade, 10 years ahead of the progress it would have had had it not been for automobile racing.

Recent Show Defects.

One race will show a defect which, probably, months of continuous service on the road would not have brought out. The test in a race is a severe one and brings out every weak point in a car.

Weakness of parts alone has not been the only point brought out by racing. Just think of the progress in the last three years in motors alone. The short stroke motor with a big bore and a piston displacement of from 500 to 600 cubic inches was the type used almost universally three years ago. Now we have the small bore, long stroke, high speed motor with a displacement of probably half that of the older type and we have smooth running motors, eliminating vibration and friction, the worst enemies of the automobile engine and driver.

The new type motors are capable of considerably more speed than the old because they are capable of higher speed of revolutions than the old type.

Plan for Fast Light Cars.

This development was made possible because of the continued experiments on the part of engineers and drivers to get a light, fast machine with as little friction as possible.

My statement will be better appreciated if you will consider where the automobile would be today if the manufacturers had placed their cars on the market with improvements made after the results contained by individual winners only.

Some will say that factories have test rooms and laboratories for the purpose of testing. This is true indeed but I can assure them that the results from automobile racing could never be had on the test track or on the roads used for tests at most of the factories, which are maintained chiefly to see that the car is turned out in good running order and not to obtain better construction.

All Factories Should Race.

While we are at an advanced stage as far as the automobile is concerned, we will continue to advance more or

less if racing is continued. Instead of letting a few factories enter their cars while others obtain the benefits of the results, I believe it proper that each concern should take part from time to time. This would keep the ball rolling and, considering the number of manufacturers, it would be possible to have enough entries for every meet if each factory would enter but one race each year.

I have been asked many times why I discontinued driving and I hope to be able to introduce my friends to the direct cause in the very near future and I can assure you that this lady doesn't advocate "votes for women."

"AVOID RUTS," IS WARNING GIVEN

"Don't drive in the ruts." This warning sounded to motorists more than a year ago with indifferent results is to be made the slogan of another campaign to protect the roads. California is the first of drivers in following the ruts, and running miles of otherwise good roads, is the charge of California officials.

On oiled roads ruts, soon appear if the traffic all follows the same line. The first car over the road makes a slight depression and another follows in its tracks. Then others, too, take the least line of resistance and the result is a road with furrows four inches deep in some cases.

"Motorists want good roads, and yet they don't do their part in maintaining them," declared an official yesterday. "A road with long downs of ruts is not only rough for driving, but adds a danger to driving."

The least cooperation on the part of the drivers of all vehicles would remedy this evil. Let us get out of the ruts, figuratively and literally.

MECHANIC A DRIVER? THAT'S NEW PUZZLE

A test case will be made at Freeport, Ill., and the higher courts asked to decide whether mechanics employed in Illinois garages must take a chauffeur's license. The state examiners, who have been visiting the principal cities of Illinois during the last six months, examining candidates for permits, insisted this year that all mechanics employed in the public garages take out licenses, the same as those who drive motor cars for hire.

MOTORISTS PROTEST DOUBLE TAXATION

Brainerd, Minn., is in the midst of a fight against what is regarded double taxation for motor cars, state and local. Judge W. S. McClenahan, of the district court, has been asked to grant a temporary injunction against collection of wheel taxes. Four petitioners alleged that the ordinance is illegal because the city has no authority to regulate use of vehicles on the streets and the legislature has covered licensing the cars under general laws.

A BIG PARADE OF  
MOTOR MACHINES

(Continued from Previous Page.)

A. Rank of Miller & Rank, proprietors, rode in the car.

Nursery Truck. The El Paso Nursery company entered a Ford delivery truck decorated with ferns, palms, evergreens and numerous potted plants. The machine was completed hidden with palms and evergreen. A. W. Liefgreen, manager, rode in the car.

The Wright cleaning works entered a Chalmers delivery car, the wheels of which were covered with green and tiny electric lights arranged around the rims of the wheels. Charles Mayes and J. B. Sanders rode in the car.

The Auto Livery company entered a Chalmers "six," driven by E. E. Fancher and E. Baldwin.

The Lefroy garage entered a Hudson four passenger car, which rode R. Lefroy, Miss Minnie March, Mrs. Betty Chapman and D. R. Nicholson.

The Holmes Cleaning and Dyeing works entered a Ford delivery car and a Hummobile delivery car.

Load of Furniture. The Rogers Furniture company had a G. M. C. truck bearing the trade mark, a heart, on the hood. An overland truck was also entered, also an Overland truck bearing a baseburner, and a Ford truck carrying a wicker furniture set.

The McClintock company entered a G. M. C. truck, driven by C. M. Rowe. The exhibit consisted of a miniature billboard bearing the trade mark, "McClintock Co."

K. Z. & M. Truck. Krakauer, Zork & Moyer's Suck, Inc., entered a Mack truck decorated with an electric sign carrying the initials "K. Z. & M." A gas engine driving a generator supplied current for the sign and for other electric lights set at intervals around the truck.

The El Paso Dairy entered a Ford delivery car. The Hines Lumber company had an attractive exhibit, a complete house with windows through which lights shone.

Cool by the Load. The Dawson Fuel Sales company entered two trucks. An Alco truck decorated with canopy effect, bore coal and coke, and was driven by L. A. Parker. A Buick truck, driven by John Fisher, bore a large square block of coal.

R. L. Morris entered an Oakland covered with white flowers, studded with electric lights, which flashed and went out at frequent intervals. The word "peace" was shown in electric lights over the hood. The car was also driven by Irene Robertson, driving, and Misses Ola Daniels, Eunice Daniels, Elizabeth Simmons and Willie May Carson.

C. H. Laverne, of wholesale grocer, entered a Reo truck decorated with bunting.

Indians on Wickets. A Wichita truck, from the Elliott-Garrett company, was filled with Indians, who whooped and gave war cries all along the line of parade. The truck was driven by Ray Myers and the Indians were John Garrett, Katherine Kilburn, Robert Toffe, Richard Maxey, Alfred Maxey, Samuel Capin and Ernest Butler.

The Western Coffee company had a Chandler touring car with a big coffee cup and a can of Western coffee in it on top of the car. This car collided with a telephone wire and was slightly damaged, but was able to continue in the parade. Edward Cooper drove it.

Big Bottle of Soda. The Magnolia Bottling works had a International Harvester company truck in this division with a mammoth bottle of soda water in it and an electric light on top.

The Franklin Fuel & Feed company had a huge truck full of coal in the parade, the truck being drawn by a team of American flags and streamers.

Parade Moved on Time. "There was not one minute's delay in starting the parade at Piedras and Montana," said H. E. Bernard, chairman of the parade committee. "The men on the committee with me worked hard and they managed each section of the parade like old circus parade directors. The parade started moving promptly at Piedras street and we kept it going until the last car had rolled down Montana toward the city. If there was any delay in reaching the reviewing stand it was because of stops along the parade line by the different sections. H. M. Gillespie, Ben L. Clements, C. P. Henry and J. C. Jarvis, who were on the committee with me, worked all day Friday without stopping for luncheon to get the parade organized and they deserve much credit for the way the parade was handled."

STEERING GEAR  
BEARS BRUNT

"The steering apparatus of a motor car, while apparently at rest when the vehicle is moving in a straight line, is constantly in motion because of its sensitiveness to even the smallest depressions and bumps in the roads," says Guy Watt, sales manager of the local Chevrolet agency, and who has had a great deal of experience in driving.

"When the car is traveling along what appears to be a perfectly smooth

boulevard, the steering gear and all the mechanism to the front wheels is in motion, and it follows that such parts which receive wear continually should be inspected as often as some of the motor parts.

"Oiling and adjusting of the steering apparatus is as necessary as oiling of the motor or adjustment of the clutch or other vital parts, and one-half hour spent inspecting and oiling the steering mechanism will save many dollars in repair bills and may mean the saving of many lives should the steering system fail to operate, and the proper lubrication of these parts is a simple matter requiring the use of oil and grease or graphite in perhaps five to ten different places."

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